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ESTABLISHED 1845

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No. 16,963.

號三月七年四十一百九千一第

HONGKONG FRIDAY, JULY 3, 1914

庚申年六月初三日

PRIME, \$3.00 PER MONTH

THORNE'S

No. 4,
OLD VAT
SCOTCH
WHISKY.

As supplied to the House
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HOME GOLF.

LADIES' CHAMPIONSHIPS.
English.

Although the absence of Miss Gladys Haversham and Miss Muriel Dodd has detracted from the importance of the competition for the English ladies' close championship, which began at Walton Heath yesterday, and is the first tournament of its kind to be held by the Ladies' Golf Union, yesterday's play, in the eighteen holes qualifying round was far from being uninteresting, writes the special correspondent of the "Daily Telegraph" in the issue of June 29th of that paper. It is true that one of the points of outstanding interest was a negative quality, that being the unaccountably poor start made by Miss Cecil Leitch, the holder of the ladies' open championship, but there were others of a different nature.

Once or twice on the way out Miss Leitch played a magnificent stroke, but more often she failed to hit fairly her long shots, and even on the green her game was not what you have become accustomed to expect from one who was regarded as a champion long before she actually attained the honour. She was becoming almost a regular feature of her score, when she astonished the onlookers by taking 10 to one hole. That happened at the eighth, where Miss Leitch picked out of a tree, under penalty of 2 strokes, after a pulled drive, but was immediately in trouble again with her next shot, which made her take 3 to get out of the rough. It took her 51 strokes to get to the green, and her chance of surviving the qualifying round was seriously imperilled—a strange position for a champion, who knew the course perhaps better than any of the others who were struggling for a place in the match-play stages. But Miss Leitch came home in much better style, and had some strokes to spare at the finish.

It should be mentioned that the ladies played from the men's tee, and those who know Walton Heath will appreciate the difficulty of the task set the competitors. Amongst the early starters the best golf was played by Miss Bustin, who kept an excellent line, but at the end of the day's play she had to share the honour of returning the best score with Miss Barry, who also owed her position to the excellence of her long game, a very important factor at Walton Heath. Unfortunately, Miss Chubb, one of the entrants with more than an outside chance of winning, was the victim of a motor accident on the way to the course, and had to withdraw from the contest.

SCOTCH.
The Scottish Ladies' Close Championship was commenced in bright, breezy weather at Muirfield, East Lothian, yesterday. The holder of the title, Miss Jean McCulloch, Miss Elsie Grant, Miss (winner in 1911), and Miss Frances Teacher (victorious in 1907), three of the strongest players in the competition, survived the second round with ease. Miss Muriel Teacher was another who qualified for the third round at an early stage of her game.

IRISH.
The Irish Ladies' Closed Championship was commenced yesterday, at Castleock co. Kerry, in bright sunshine, though a northerly breeze interfered somewhat with the play. Little interest seemed to attach to the first round, and few spectators followed the play.

"Journalist."—Can you use an article on King's Island? Magazine Editor:—Yes, if you can furnish a set of portraits of his wife.

DON'T NEGLECT YOUR FAMILY.

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8 A.M. 'HEUNGSHAN.' 2 P.M. 'HONAM.'
10 P.M. 'KINSHAN.' 8 P.M. 'FATSHAN.'

SATURDAY, 4th JULY.

8 A.M. 'HONAM.' 8 A.M. 'HEUNGSHAN.'
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11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

8.30 p.m. and 9 p.m. 9.30 p.m. to 11.00
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an hour.

SUNDAY.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
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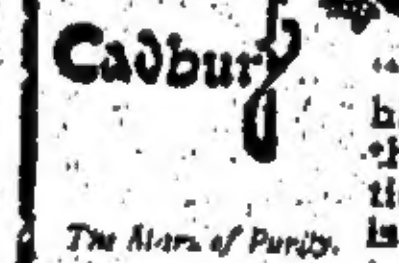
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Medical Magazine, March, 1912

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To England the economic development of Northern Siberia is a matter of importance. "This extensive region is possessed of enormous natural resources. Like Northern and Western Canada, it is a country of the future; and, like Canada, its climate, although cold, is dry, and there is hardly room for doubt that at no very distant date it will share with Canada the burden of producing the grain supply of the world, and become in time one of the world's chief places of supply for timber, furs, minerals, and dairy products. Until now the want of proper means of transport has prevented exports on any save an inconsiderable scale, which was due to some extent to the quite erroneous view that commercial development is impossible in the Polar regions. But again and again within recent years the labours of Polar expeditions have led to the conversion of a land formerly regarded as commercially worthless into one that is already taking its place in the markets of the world. Some day, no doubt, Northern and Central Siberia will be covered by a network of railways, but to-day, except for such districts as border on the Trans-Siberian railway, the facilities for carrying goods are those of the England of a century ago. Meanwhile, for immediate and practical purposes, we are thrown back upon the sea route via the North of Norway, Novaya Zemlya, and the Kara Sea. The journey by this route is not, and can hardly ever become, plain sailing. It is a constant fight with Nature, a fight that can be won, however, thanks to the enterprise and inventiveness of modern navigators. But, as a condition, essential to safe and successful navigation, Dr. Nansen suggests that the temperatures at various points be determined during the winter months from November to April. These data, once available, it should be possible to predict the state of the ice in the summer at each of these several points, and thereby to reduce the uncertainties of navigation. If small ships connected by wireless with certain stations already set up by the Russian Government were sent out to make the necessary observations, ships in European ports could then be informed of the most suitable times for making a voyage and of the precise route by following which they could best avoid the floes. Aeroplanes, it has been further suggested, might profitably be used to spy out the ice. Their cost is lower than that of ships; and, moreover, they can ascend from the smooth surface and land on it with perfect immunity and ease. We see here yet another example of the truth of the dictum that science not only goes hand in hand with commerce but directs it. And what an arresting and romantic thought it is that the economic development of what is practically a new country should be heralded and furthered on the one hand by wireless telegraphy, and on the other by aeroplanes!

MEMOS. FOR TO-MORROW.
Declaration of American Independence, 1776.
"Frivolity" Freer's performance at the Theatre Royal.
General Memoranda.
SUNDAY, July 5.—
9 a.m.—Excursion to Macao.
MONDAY, July 6.—
Princess Victoria's birthday (1863) (King George's sister).
3 p.m.—Auction of Quarry Lots at P.W.D.
TUESDAY, July 7.—
2.20 p.m.—Auction of furniture etc. at Messrs. Hughes and Hough's.
10 p.m.—Full moon.
SATURDAY, July 11.—
3.15 p.m.—Third Gymkhana Meeting for the Season.
9 p.m.—Night Aquatic Fete at V.R.C.
SUNDAY, July 12.—
Princess John's birthday (1868) (youngest child of King George and Queen Mary).
TUESDAY, July 14.—
Taking of the Bastille, 1789—French National Festival.
WEDNESDAY, July 15.—
St. Swithun's Day.
TUESDAY, July 21.—
8.40 p.m.—Sanitary Board Meeting.
TUESDAY, July 28.—
Lady May's "At Home" at Mountain Lodge.
Hongkong Stockbrokers' Settling Day.

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BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE ASSASSINATION IN BOSNIA.

London, July 2.

Martial law has been proclaimed throughout Bosnia and Herzegovina as a consequence of further anti-Serbian rioting, in the course of which a Serbian Church in the district of Stolac was stormed and destroyed by mobs of Moslems and Catholic Slavs.

The hostile demonstrations at the Serbian Legation at Vienna continued on Wednesday.

A Proud Anarchist.

The assassin Princip, who is a consumptive, when examined before a Magistrate, gloried in being an Anarchist. He admitted that the Committee at Belgrade provided him with bombs and the Browning pistol with which he shot the Archduke and the Duchess. He said that he originally intended to commit the deed at the recent military manoeuvres in Bosnia, but the military regulations were too strict.

Arrival of the Bodies at Trieste.

The bodies of the Archduke and his Consort have arrived at Trieste.

Kaiser Indisposed.

Reuter's correspondent at Berlin states that owing to slight indisposition, H.M. the Kaiser has abandoned his intention of attending the Royal funeral at Vienna.

London, July 3.

Another telegram from Berlin states that it is announced that the Emperor overhauled himself when riding, and has a cold and symptoms of influenza.

Imposing Procession at Trieste.

The bodies were lined at Trieste. There was an imposing procession, which was headed by many priests. At the midway stations there were seven carriages containing wreaths.

Admirals, Generals and representatives of the community walked, and there were vast, silent, bareheaded crowds, behind lines of soldiers and bluejackets. The lights in the street lamps glimmered through crepe.

The Bishop blessed the bodies, and the doors of the carriage were sealed. The bodies will arrive at Vienna to-night.

No Anxiety Felt.

Reuter's Berlin correspondent states that Court circles have no anxiety regarding the Emperor, who really desires to spare Emperor Francis-Joseph the fatigue of a reception.

Prince Henry of Prussia and the Kings of Saxony and Bavaria have abandoned their intention of attending the funeral at Vienna, where it is desired to confine the attendance to the family mourners.

A Confession.

Gabrinovic, who threw the bomb at the Archduke Francis Ferdinand, has confessed that he belonged to an organisation which is agitating for a "Greater Serbia."

Arrival at Vienna.

A telegram from Vienna states that the bodies arrived. Archduke Francis Joseph was the only member of the Imperial Family present.

There was a stately funeral procession to Hofburg, and silent bare-headed crowds were all along the route, which was not lined by troops. But the procession was of a military character, particularly as to the guarding of the coffins.

At Hofburg the coffins were placed on a great catafalque covered with gold brocade and surmounted by a swinging canopy.

Another Confession.

Gabrinovich, who confessed that he secured the bombs and revolvers from the Serbian Arsenal at Krugojew, through a Serbian Major who was formerly in the Austrian Army. He and four confederates agreed to take poison after throwing the bomb. Gabrinovich also stated that Princip supplied other persons with bombs and poison.

Princip broke down during his examination, and said that Gabrinovich and his party had betrayed him by not fulfilling their compact. He denounced them as distinctly traitors.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE IRISH PROBLEM.

THE LORDS AND THE AMENDING BILL.

London, July 2.

In the debate on the Second Reading of the Home Rule Amending Bill, Lord Morley pointed out that Ulster's anger at, and disapproval of, Home Rule, if it remained unabated, would lead to a revival of the ancient religious dissensions, and would place the new Government of Ireland at a great disadvantage. Consequently the Amending Bill was introduced. There could not be a better opportunity for discussing what amount of common ground existed. He did not believe that the House would reject the Bill.

Lord Lansdowne said the Bill was entirely inadequate to accomplish its purpose, but it was clear something might be done at the present stage to avert a calamity. They could not brush aside the overtures made by Lord Morley, who had said that the Amendments would be carefully considered by the House of Commons. The Opposition would give the Amending Bill the Second Reading, and introduce amendments to make it adequate in regard to the area to be excluded, the duration of exclusion, and the administration of the excluded area, but they would oppose the second reading of the main Home Rule Bill, which was hopeless. They entertained the Amending Bill because they were helplessly entangled in the meshes of the Parliament Act.

Lord Willoughby de Broke moved the rejection of the Amending Bill.

Public Opinion on the Speeches.

The conciliatory nature of the speeches of Lord Morley and Lord Lansdowne has created a much more hopeful feeling for a settlement, if only temporary.

Importance is being attached to the passage in Lord Lansdowne's speech in which he declared that the Opposition would confine their amendments to broad principles, and leave the Government to work out the details. It is thought that this will make future private conferences between the parties inevitable.

LATER.

Strong Language in the Lords.

In the House of Lords, Lord Londonderry said that the Government's exclusion proposals were worthless, for Mr. Asquith would go to His Majesty for his assent to Home Rule for Ireland. This would produce civil war, which the country did not want, and it would be the act of a traitor and a coward.

Earl Halsbury said his inclination would certainly be to vote for the rejection of the Bill, but in order to avert civil war it would be best to have a Second Reading of the Bill. They would then get the Amendments and would ultimately see what the House of Commons returned to them. He hoped that Lord Willoughby de Broke would withdraw his motion.

Crisis Fast Approaching.

London, July 3.

Telegrams from Belfast show that a crisis is fast approaching. Families are laying in large stocks of provisions, and in every town in Ulster there are several machine guns.

In the House of Commons Mr. Birrell said that in the present state of the controversy it would be unwise for the Government to take action against the Ulstermen for carrying arms.

Mr. A. J. Sherwell, M.P. (Huddersfield), asked, "Is the Irish Executive to take no action?" Mr. Birrell replied that the Government must always have discretion whether to take proceedings, even where it is admitted that there is a breach of the law.

EX-PRESIDENT ROOSEVELT'S NEW POLITICAL CAMPAIGN.

London, July 2.

Disregarding his doctor's advice, ex-President Roosevelt has started a political campaign. Speaking at Pittsburgh, he said that President Wilson's Trust and Anti-Trust policy was a failure. He would be ready to welcome the Republicans if they accepted a progressive platform.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

HOME RACING.

THE PRINCESS OF WALES' STAKES.

London, July 3.

The results of the race for the Princess of Wales' Stakes (of 2,000 sovs., added to a sweepstakes of 30 sovs., each for starter, 1 lb., or 3 sovs., only if declared by the last Tuesday in March, 1912, for those entered as yearlings, or by the last Tuesday in March, 1913, for those entered as foals (no entrance); the owner of the second will receive 800 sovs., the nominator of the winner 800 sovs., and the nominator of the second 200 sovs., out of the stakes; for then three and four year olds) was as follows:—
Ld. Curragh's The Curragh, 4y. (Clark) 9st. 9lb. 1
His Majesty's Brakespur, 3y. (H. Jones) 8st. 13lb. 2
Mr. W. Hall Walker's White Prophet, 3y. (Donoghue) 8st. 11lb. 3
Ld. Harwood's Antilever, 4y. (Walter) 9st. 10lb. 4
Ld. Rosebery's Duke Humphrey, 3y. (Whitely) 8st. 11lb. 5
Mr. J. B. Noel's Sun Yat, 4y. (W. Hussey) 9st. 9lb. 6
Won by a neck. Two lengths between second and third.
The starting price betting on the three placed horses was—evens The Curragh, 9 to 2 Brakespur, 100 to 8 White Prophet.

The Curragh is a 4-year-old bay colt by Spearminut—Curragh. He won the Kempton Park "Jubilee" on May 9th and ran second to Junior in the Manchester Cup on June 5. Last year his only win was the "Duc Stakes" (2,444) at Chester on May 8.

Brakespur, a chestnut colt by Spearminut—Guinea Hen, ran Corcora to a short head in the Newmarket Stakes on May 13 last; and it will be remembered he was well fancied for the Derby, but failed owing to being left at a bad start. He is entered for eight more events this year including the Atlantic Stakes (2,000 sovs.), St. Leger Stakes (4,500 sovs.) and Jockey Club Stakes (10,000 sovs.).

White Prophet, a bay colt by White Eagle—Sand Blast, only got one third as a two-year-old. He is also entered for several more good races, including the Leger and the Jockey Club Stakes.

Last year the result was, Lance Chest, Castint, Fortylock. Previous winners from 1909-12, were Park Ronald, Blister King, Stryker and Lance Chest; the last named being the only horse yet to win twice.—Ed.]

(Wah Tat Yat Po's Service.)

STANDARD SCHOOL BOOKS.

Peking, July 3.

The Education Department has drawn up a list of standard books for the various school standards for submission to the Chamber for approval.

ON LEAVE.

Peking, July 3.

The American and Japanese advisers in the President's office have returned to their respective countries on leave.

ENVOY TO VIENNA.

Peking, July 3.

A special Envoy has been dispatched to Vienna to convey the President's condolences to the Emperor on the assassination of the Archduke Francis Ferdinand.

TRAINING TROOP HORSES.

Peking, July 3.

The Military Department has set aside a big piece of ground at Chaker for the training of horses for military purposes.

THE PRESIDENCY.

Peking, July 2.

A bill has been formulated and will be sent to the Chang Yuan limiting the term of the Presidency to 10 years.

Hankow Settlements.

The American and Italian Ministers are negotiating for a new settlement in Hankow.

Chinese Students.

The students who have decided to be educated in America will meet at Shanghai and leave for San Francisco on August 1st.

Abolition of Tutuhs.

A Presidential mandate has been issued to the effect that all Tutuhs offices shall be abolished and that a Military Inspector General Department in Peking shall be created. Tuen Chi Sui is to be the head and there will also be five commanders. The respective Tutuhs of the various provinces will in future be known as Military Inspectors. The Military Inspector of Kwangtung is Lung Chi Kwong; the present Tutuh of Canton.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

ROWING AT HENLEY.

THE PRELIMINARY HEATS.

London, July 3.

All the English crews have been eliminated in the Preliminary heats for the Grand Challenge Cup at Henley, the Winnipeg, Boston, Harvard, Mayence crews defeating the crews of the Thames, London, Leander and Jesus College, Cambridge, respectively.

A Canadian, Italian and two Englishmen row in the semi-finals for the Diamond Sculls.

THE FINANCE BILL.

AMENDMENT ADOPTED.

London, July 3.

The House of Commons has adopted an amendment to the Finance Bill embodying the Income Tax reductions, proposed on June 22, by 251 votes to 150.

The Voting.

The Labourites abstained from voting, but the Nationalists made a special effort, and actually brought up two invalids to vote.

ALEXANDRA DAY.

London, July 3.

The receipts in London in connection with Alexandra Day amounted to £21,000.

HONOURS FOR WOMEN.

A COMPLAINT.

London, July 3.

The Women's Freedom League have sent a letter to Mr. Asquith complaining of the absence of the names of women in the Birthday and New Year Honours Lists, and enclosing a list of the names of prominent women deserving honour.

AN IMPORTANT AUDIENCE.

London, July 3.

H.M. the King left Newmarket this afternoon and received Mr. Asquith in audience at Buckingham Palace. This unusual proceeding is causing much speculation.

LAWN TENNIS CHAMPIONSHIPS.

London, July 3.

In the doubles semi-final match Brooks and Wilding beat Dost and Mavrogordato 6-1, 6-2, 8-6, 6-4. In the final Brooks and Wilding defeated the Brothers Lows 6-2, 8-6, 6-1.

Mrs. Larcombe beat Miss Ryan, of California, 6-3, 6-2.

OBITUARY.

London, July 3.

The death is announced of Sir Benjamin Stone.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A. Chapman, V.D.

MAIN CLASS.

The Main Class for Officers will be held on Monday 6th instant.

The undermentioned members having joined the Corps have been posted as follows:—

Gr. A. E. Schultz to No. 1 Section Artillery Battery.
Gr. C. F. Young to No. 1 Section Artillery Battery.
Gr. A. J. England to No. 2 Section Artillery Battery.
Gr. J. O. England to No. 2 Section Artillery Battery.
Gr. F. H. Fisher to No. 2 Section Artillery Battery.
Pte. A. A. Claxton to Left Section, M. G. Co.

CAUSES AND CURE FOR DIARRHOEA.

OVEREATING, a change in the temperature, unripe fruit and impure water are some of the causes of diarrhoea. Chamberlain's Colic, Cholera and Diarrhoea Remedy cures these bowel disturbances promptly. For sale by all Chemists and Druggists.

CORRESPONDENCE.

(We do not necessarily acquiesce in opinions expressed by correspondents.—Ed.)

THE POLICE AND THE DOGS.

(To the Editor of the "China Mail.")

Dear Sir,—As an owner of dogs and a dog lover I beg to thank you for the strong article in your valuable paper, of the 30th ult. on that disgraceful action on the part of the European Policemen who shot Mr. Hyndman's dog. I hope that Mr. Hyndman will press the case. Personally, if I had been in that gentleman's place I should have had "a pot" at the policeman. Anyhow I sincerely hope that his Number is known and that he will be made to suffer for his brutal action.

Again thanking you for taking the matter up so strongly.

I am, Dear Sir,
"A Dog Owner."

Canton, July 2, 1914.

INDIA AND THE EMPIRE.

The Demand for Equality.

MRS. BEANT ON NATIVE OBSTACLES.

In a letter to The Times Mrs. Beant discussed two problems in the East, Indian immigration and the position of Indians in the Empire. "It is not too much to say that her (Great Britain's) success or failure in building a world Empire will depend on the solution of these questions."

Mrs. Beant continued:—
To the educated class this question of immigration is only part of the larger problem—the position of Indians in the Empire as inferior or as equals; and it is this second question which is greatly the more important, although the immigration matter may seem to be most immediately pressing.

The growing sense of self-respect, of patriotism, and of public spirit, fostered by English education and by contact with Englishmen, will no longer accept benevolent patronage with gratitude; Indians demand to be treated as equals, and not as "subject races"; they refuse to regard colour as a demerit for any office in a coloured nation, and demand that Queen Victoria's proclamation of 1858—India's Magna Charta, as they fondly call it—shall no longer remain a dead letter. The best men are standing out of Government service because they will not tolerate suppression by Englishmen inferior to themselves, merely on the ground of colour, and because they will not subject themselves to arrogance and discourtesy. They say frankly that the best men no longer come out to India, whether as Judges, civilians, or professors, and that fifth-rate Englishmen would not be preferred to first-rate Indians. They claim at least equality in Government service, and some say that where qualifications are equal the Indian should be preferred in his own country to the foreigner. Government service will be increasingly manned by an inferior class of Indians unless conditions are altered and colour ceases to be regarded as a mark of inferiority.

I leave aside here questions of social difficulties: the exclusion of Indians from the public office often offered to them if they travel first class on railways, the refusal to admit them to railway bedrooms at night, the readiness to strike men of the lower classes and even sometimes of the higher, the light punishments inflicted where a blow or a kick causes death, the keeping of Indian gentlemen waiting in verandahs sometimes for hours when they visit officials—a whole long list of social affronts which cause unending bitterness. The Indians say that social equality will only come with political equality, and I believe they are right.

POLITICAL DEMANDS.

Their political demands are easily formulated. The National Congress and the Muslim League both demand self-government—self-government within the Empire. They demand that the representation granted by the Minto-Morley reforms shall be made effective, by not out-numbering the representatives on the Supreme and Provincial Legislatures with official members; the representatives are in a perpetual minority, and can only criticize, they cannot legislate. Gradually, all members of such bodies should be elected, and the Government should be responsible to the Legislature.

The Press Act must be abolished, and Press criticism must not be regarded as seditious. The sweeping clause of the Act can catch legitimate criticism within the net of sedition, and every Indian editor lives under the sword of Damocles. The promise of protection by the revocation of the High Court has proved to be a delusion, and amendment at least should be granted if abolition be refused.

Indian candidates for the Services should be placed on an equality with English ones by the establishment of simultaneous examinations at present the Imperial Services, which give higher pay, the Civil Service, the Medical, the Educational, the Bar, the Engineering—can only be entered by residence in England. When the youths come over to England they find difficulties placed in their way: the Universities of Oxford and Cambridge restrict admission, the medical colleges are doing the same, the Bar has raised the conditions of admission, the Institute of Engineers demands higher qualifications from the Indian than from the English students.

Representation on the India Council is asked for, and this will probably be granted, though to a lesser degree than is asked. Now, that there is talk of federating the Empire, this question of India becomes pressing. Great Britain, Ireland, the Colonies, are spoken of as federated countries; India is always left out. If she is shut out of the Empire as a self-governing country, will she be to blame, if she refuses to remain in it as a dependency? If her sons are shut out of the Colonies, will she be to blame if she shuts out all colonial? If the white man lords it over the Asiatic outside Asia, shall not the Asiatic be at least his own master within Asia? The educated Indian is a highly cultured, courteous, noble-hearted, patriotic gentleman; is he always to be shut out from the best of his own country? Is he never to be a free man? Is he never to be estimated by his character, his brain and his heart, but always by the colour of his skin? There is no finer class in the Empire than that composed of the educated Indians. They offer an intelligent loyalty, the loyalty of citizens and of free men. Will it be for the Empire if it rejects their love and disregards their loyalty? For India is awakened from a national self-consciousness, and her life with Great Britain can only be preserved by her freedom. Free she will be the buttress of the Empire; subject, she will be a perpetual menace to its stability. The Times.

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EMPEROR OF RUSSIA	WEDNESDAY, Sept. 2.

Steamships leave HONGKONG at 12.00 Noon.

The "EMPEROR OF RUSSIA" and "EMPEROR OF ASIA" are new quadruple screw iron turbine steamers of 16850 tons gross—30,625 tons displacement—the fastest, fastest and most luxurious on the Pacific.

All steamers of the Company's Pacific and Atlantic Fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific "Empress" connects at Vancouver with a Mail Express train and at Quebec with the Company's Atlantic Mail Steamers.

The Company's chain of Hotels across Canada are unsurpassed for comfort.

PASSAGE RATES, HONGKONG TO LONDON

EMPEROR OF RUSSIA	Optional Atlantic Port £71.10.
EMPEROR OF ASIA	do do £69.
EMPEROR OF INDIA	do do £69.
EMPEROR OF JAPAN	do do £69.

MONTEAGLE—Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port—£43.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c. Full particulars on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGUA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLONBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong:	Proposed Sailings.	From Colombo:
4th July.	Connecting with "KATHALAWAR"	17th July.

Excellent Accommodation for 1st and 2nd Class Passengers.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGUA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

From Hongkong	S.S. "SALAMIS"	About 21st of July.
First Class Accommodation for Passengers		
Fitted with Wireless Telegraphy		

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED.

Managing Agents.

HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL.
(With liberty to call at the Malabar Coast).

FOR BOSTON & NEW YORK.
S.S. MUNCASTER CASTLE—on or about 16th July.

For Freight & further particulars, apply to

DODWELL & CO., LTD. Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at COLONBO, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD.

Steamer from Hongkong	On or about	Connecting at Calcutta with	On or about
TAKADA	July 8.	"UMHLOTI"	2 August.

For Freight & further particulars apply to

DODWELL & CO., LTD. Agents.

THE NANYO YUSEN KUMI
(SOUTH SEA MAIL S.S. CO.)

Agents: Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. HOKUTO MARU, 3000 tons, will be despatched for SHANGHAI, MANILA, SOERABAYA & YOKOHAMA on 10th July.

For Freight or Passage apply to

DODWELL & CO., LTD. Agents.

SHIPPING

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 18000 tons NILE 18000 tons

PERSIA 4000 tons
Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. PERSIA (via Manila)	Sailing SATURDAY, 11th July, Noon.
S.S. KOREA	THURSDAY, 2nd July, 1 p.m.
S.S. SIBERIA	SUNDAY, 2nd August, 1 p.m.
S.S. CHINA	TUESDAY, 11th August, Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morton, the well-known chef. Large saloons, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, etc.—and a daily concert throughout the trip.

The Safety and Comfort of Passage is Our First Consideration

For further information, rates, literature, etc., apply to
E. C. MORTON, Agent,
King's Building (Opposite Blake Pier), Telephone No. 441

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Leave Hongkong
SHINYO MARU	22,000-21 knots	Tuesday, 14th July.
TOHIYO MARU	22,000-21 knots	Tuesday, 4th August.
TENYO MARU	22,000-21 knots	Tuesday, 25th August.
NIPPON MARU	11,000-18 knots	Tuesday, 8th September.

Steamers via Shanghai will be despatched at NOON.

First Class to London	£71-10.	Return (6 months) £130.
First Class to New York	£80.	Return (6 months) £130.
First Class to San Francisco	£45.	Return (6 months) £88.

SPECIAL SUMMER RATES TO JAPAN

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

Steamer	Displacement	Sailing
ANYO MARU	18,500-16 knots	from Nagasaki 2nd July.

For full particulars as to Passage and Freight apply to
S. MORIMOTO, Agent,
KING'S BUILDING (Opposite Blake Pier).

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.

For	STEAMERS	To SAIL
SHANGHAI, KOBE and AMATZON.		12th July.
YOKOHAMA	PAUL LECAT.	27th July.
MARSEILLES, via Pango	CHILL	14th July at 1 p.m.
or CIL	ATLANTIQUE.	23rd July at 1 p.m.

ALL STEAMERS Fitted WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at Calcutta for Calcutta, Bombay and Australia, at Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via Pango by rail.

Circular tickets to Europe via Suez and STRAITS ROUTE and the usual delivered here.

For further particulars apply to
P. THOMAS, Agent.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE

TO AUSTRALIA, via MANILA

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
WESTERN	July 4th	July 10th at 10 a.m.
ALDENHAM	August 1st	July 21st at 10 a.m.
EMPIRE	August 1st	August 2nd at 10 a.m.
ST. ALBANS	August 3rd	August 15th at 10 a.m.

THE above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are limited throughout with Refrigeration. All State Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried.

For further particulars apply to
GIBB, LIVINGSTON & CO. Agents.

SHIPPING

CHINA NAVIGATION CO., LD

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	To SAIL
SHANGHAI & TIENTSIN	KANGHWA	July 4, Midnight
MANILA, CEBU & ILOILO	CHITRA	July 7, at 4 p.m.
SHANGHAI	SHANGHAI	July 7, at 4 p.m.
HONGKONG & HAIPHONG	KATONG	July 8, at 10 a.m.
HANGHAI	ASHI	July 8, at 4 p.m.
WEIHAIWEI & TIENTSIN	BUICHOW	July 11, at 10 a.m.
SHANGHAI & TIENTSIN	CHITRA	July 11, Midnight
MANILA, CEBU & ILOILO	TAMING	July 14, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE. Twin Screw Steamers "Chihua," "Taming," & "Tsun" Excellent Saloon accommodation, Electric Fans fitted. Extra state-rooms on deck, etc., on "Taming" and "Tsun."

SHANGHAI AND TIENTSIN LINE. The Twin Screw Steamers "Anhui," "Chama," "Shanghai," and the S.S. "Kangchow," "Lingchow," and "Yongchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to Tientsin, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES—

Hongkong to Shanghai—Single \$45. Return \$75.
Hongkong to Tientsin—Single \$75. Return \$135.

For Freight or Passage apply to
BUTTERFIELD & SWIRE, AGENTS.
Telephone No. 35.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

FOR	STEAMERS	To SAIL
SHANGHAI	WOSANG	SATURDAY, July 4, Daylight.
MANILA	LOONGSANG	MONDAY, July 6, at 2 p.m.
TIENTSIN via WEIHAIWEI	CHIPSING	TUESDAY, July 7, at 10 a.m.
SINGAPORE, SAMARANG & SOERABAYA	CHUNTSANG	WEDNESDAY, July 8, at Noon.
SHANGHAI	KWONGSANG	THURSDAY, July 9, Daylight.
SINGAPORE, PENANG & KUTTING	KUTTING	FRIDAY, July 10, at 2 p.m.
MANILA	YUENSANG	SATURDAY, July 11, at 2 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kutsang, Kwong and Kwong leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time completed 30 days. This service is supplemented by the Kwong, Kwong, Kwong, Kwong, Kwong and Kwong leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time completed 15 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihai & Tsingtau.

Taking Cargo on through Bills of Lading to Kaitai, Lahad Dairi, Singapore, Tawau, Uluken, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG

FOR	STEAMERS	To SAIL
LONDON & ANTWERP	"RADNORSHIRE"	About 6th July.
LONDON & ANTWERP	DEN OF RUTHVEN	About 19th July.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	MONMOUTHSHIRE	About 6th July.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	DEN OF AIRLIE	About 10th August.

For freight and further particulars, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Telephone No. 215 Sub Ex. No. 2.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

APCAR LINE EASTWARD

S.S. TORILLA, 5,500 tons, Capt. Swanton, S.S.R. will be despatched for SHANGHAI, K. H. and MUJI on 4th July at 4 p.m.

S.S. DILWARA, 5,375 tons, Capt. Rangoo, S.S.R. will be despatched for KOBE and MUJI on 12th July.

WESTWARD

S.S. APGAR, 4,400 tons, Captain Walker, will be despatched for SINGAPORE, PENANG & CALCUTTA on 7th July.

S.S. TAKADA, 6,000 tons, Capt. Robins, will be despatched as above on 11th July.

The above Steamers have first class accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage apply to
DAVID GASSOON & CO., LTD.
445/2/25

SHIPPING



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
COLUMBO, EGYPT, INDIAN
RANFAN PORTS, SINGAPORE,
AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship HIMALAYA, Capt. W. W. COOK, S.S.R. carrying H.M. Mail will be despatched from this port for HONGKONG, on SATURDAY, the 4th July, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Madoera from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for France, and London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed by Bombay and transhipped to the a.s. France ship in London on 16th August, 1914.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWITT,
Superintendent
Hongkong, June 20, 1914.

THE "INDRA" LINE, LIMITED.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"INDRA"

Captain J. C. ALEXANDER, will be despatched as above on TUESDAY, 7th July.

This Steamer has excellent accommodations for a limited number of saloon passengers.

For freight and passage apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.

Telephone No. 215, Sub. Ex. No. 9.
Hongkong, June 11.

AGENTS.

LONDON—F. ALAN, 11 & 2, Old Street, London, E.C.1, and 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

SCOTLAND—F. ALAN, 11 & 2, Old Street, London, E.C.1, and 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

PARIS AND EUROPE—F. ALAN, 11 & 2, Old Street, London, E.C.1, and 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91,

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamer	Leave	Leave	Connecting Steamer	Due at	Due at
Yokohama	Colombo	Shanghai	Hongkong	Marseilles	Marseilles	London
June 25	HIMALAYA	June 30	July 1	SHOULDAMIA	Saturday	Friday
July 9	ASSAYE	July 14	July 15	SHOULDAMIA	Aug. 1	Aug. 21
July 23	DEVANHA	July 28	Aug. 1	SHOULDAMIA	Aug. 15	Aug. 25
Aug. 6	DELTA	Aug. 11	Aug. 12	SHOULDAMIA	Aug. 29	Sept. 8
Aug. 20	HIMALAYA	Aug. 25	Aug. 26	SHOULDAMIA	Sept. 12	Sept. 22
Sept. 3	ARCADIA	Sept. 8	Sept. 9	SHOULDAMIA	Sept. 26	Oct. 6
Sept. 17	ASSAYE	Sept. 22	Sept. 23	SHOULDAMIA	Oct. 10	Oct. 20
Oct. 1	DEVANHA	Oct. 6	Oct. 7	SHOULDAMIA	Oct. 24	Nov. 4

THE ATTENTION OF Passengers is drawn to the Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

1st SALOON	"A"	Accommodation	SINGLE	RETURN	2nd
1st SALOON	"A"	"	"	"	"
2nd SALOON	"A"	"	"	"	"
2nd SALOON	"B"	"	"	"	"

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-MAIL) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMER	Leave	Leave	Leave	Leave	Due at	Due at
Yokohama	Shanghai	Hongkong	Marseilles	London	Marseilles	London
4th JULY	about	about	about	about	about	about
5th JULY	about	about	about	about	about	about
6th JULY	about	about	about	about	about	about
7th JULY	about	about	about	about	about	about
8th JULY	about	about	about	about	about	about
9th JULY	about	about	about	about	about	about
10th JULY	about	about	about	about	about	about
11th JULY	about	about	about	about	about	about
12th JULY	about	about	about	about	about	about
13th JULY	about	about	about	about	about	about
14th JULY	about	about	about	about	about	about
15th JULY	about	about	about	about	about	about
16th JULY	about	about	about	about	about	about
17th JULY	about	about	about	about	about	about
18th JULY	about	about	about	about	about	about
19th JULY	about	about	about	about	about	about
20th JULY	about	about	about	about	about	about
21st JULY	about	about	about	about	about	about
22nd JULY	about	about	about	about	about	about
23rd JULY	about	about	about	about	about	about
24th JULY	about	about	about	about	about	about
25th JULY	about	about	about	about	about	about
26th JULY	about	about	about	about	about	about
27th JULY	about	about	about	about	about	about
28th JULY	about	about	about	about	about	about
29th JULY	about	about	about	about	about	about
30th JULY	about	about	about	about	about	about
31st JULY	about	about	about	about	about	about

These Steamers call also at PORT SWETTENHAM, PENANG, and COLOMBO.

FARES TO LONDON SINGLE: 275 RETURN.

FARES TO MARSEILLES: 1st Saloon 246 Single, 2nd Saloon 233.

All Passengers Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to E. A. HEWITT, Superintendent.

NORDDEUTSCHER LLOYD BREMEN

IMPERIAL GERMAN MAIL LINES

STEAMERS

WEDNESDAY, 8th July, 10 a.m.

WEDNESDAY, 8th July, 10 a.m.

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WEDNESDAY, 8th July, 10 a.m.

SHIPPING

AUSTRIAN LLOYD'S S.S. CO.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT)

Sailing from Hongkong.

OUTWARD. For SHANGHAI, Direct S.S. For SHANGHAI, YOKOHAMA, ROBE & MOUL, HOMEWARD.

For TRIESTE (Venice) direct via S.S. "KORBER" on July 15th at 3 p.m.

Fares: I 250. II 236. III 219.

For TRIESTE (Venice) direct via S.S. "E.F. FERDINAND" on July 31st at 3 p.m.

Fares: I Saloon only 243.

Combined Tickets.

THROUGH TO LONDON via PARIS, BRUSSELS, COLOGNE, and ROTTERDAM.

Circular Tickets via Siberia, for the round trip, by the Siberian Railway, returning by steamer via Hongkong.

Passengers have the option of leaving the steamer at any port on the coast of Europe, and returning by the same steamer.

Eastward from Hongkong via Canada or U.S. to a European Port, and back to Hongkong via the same route.

Westward from Hongkong via Suez Canal to European Port, thence via Canada or U.S. back to Hongkong.

Fares: I Saloon only 243.

For full particulars as to passages and freights apply to SANDER, WIELER & Co., Agents, Prince's Building.

HAMBURG-AMERIKA LINIE

IN CONTINUATION WITH Deutsche Dampfschiffahrts-Gesellschaft "HANSA"

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES.

via SHANGHAI AND COLOMBO.

To MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG, & NEW YORK.

AND FROM MANILA, HONGKONG & JAPAN via VICTORIA, VANCOUVER (B.C.) AND SEATTLE, WASH. AND PORTLAND (OR).

MAKING Cargo as through rates to all European, North American and British Ports, also Trieste, Odessa, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

Next sailings from HONGKONG

For Shanghai, Kobe & Yokohama S.S. HENGBAMBIA 17th July.

For Shanghai, Kobe & Yokohama S.S. SOANDIA 27th July.

For Shanghai, Kobe & Yokohama S.S. ALBERTA 14th Aug.

For Shanghai, Kobe & Yokohama S.S. ALBERTA 23rd Aug.

For Shanghai, Kobe & Yokohama S.S. ALBERTA 31st Sept.

For Shanghai, Kobe & Yokohama S.S. ALBERTA 18th Sept.

For Via Vancouver, St. Louis, Tacoma & Portland (Or.) S.S. ANDALUSIA 2nd Aug.

For Via Vancouver, St. Louis, Tacoma & Portland (Or.) S.S. BELGRAVIA 17th Sept.

For Via Vancouver, St. Louis, Tacoma & Portland (Or.) S.S. BRASLIA 12th Oct.

For Hamburg and Antwerp S.S. RUDMARK 4th July.

For Hamburg, Antwerp, Emden & Hamburg S.S. RUDMARK 4th July.

For Hamburg, Antwerp, Emden & Hamburg S.S. RUDMARK 4th July.

For Hamburg, Antwerp, Emden & Hamburg S.S. RUDMARK 4th July.

For Hamburg, Antwerp, Emden & Hamburg S.S. RUDMARK 4th July.

For Hamburg, Antwerp, Emden & Hamburg S.S. RUDMARK 4th July.

For Hamburg, Antwerp, Emden & Hamburg S.S. RUDMARK 4th July.

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SHIPPING

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION)

THE AMERICAN LINE TO TACOMA AND SEATTLE

in connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY

via KEELUNG, MOI, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA & VICTORIA, B.C.

S.S. "CHICAGO MARU" Capt. K. Hori Thursday, 9th July at 4 p.m.

S.S. "CANADA MARU" Capt. H. Yamamoto Wednesday, 22nd July at 4 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Parcels.

For BOMBAY via SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

S.S. "JAVA MARU" Capt. D. Fuchigami Thursday, 9th July at 3 p.m.

For FOCHOOW via SWATOW AND AMOY.

S.S. "KALJO MARU" Capt. Y. Yamamoto Monday 20th July, at 2 p.m.

For TAMSUI via SWATOW AND AMOY.

S.S. "DAIGI MARU" Capt. S. Tokuriki Thursday 9th July, at 2 p.m.

S.S. "DAIJIN MARU" Capt. K. Murakami Sunday 12th July, at noon.

For ANPING AND TAKOW via SWATOW AND AMOY.

S.S. "SOSHU MARU" Capt. K. Hattori Wednesday, 8th July, at 10 a.m.

These Steamers of Coast and Foremost Line have excellent accommodations for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Soon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO Y. ASAI, Manager, Second Floor No. 1, Queen's Building.

Reduced First Class Fares.

GREAT NORTHERN STEAMSHIP COMPANY.

S.S. "MINNESOTA," CAPACITY 28,000 Tons. 20,718 Tons Gross Register. Length 630 Feet. Beam 73 Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong 14th August, 1914.

For SEATTLE via NAGASAKI, INLAND SEA, KOBE AND YOKOHAMA.

Hongkong, Manila and Shanghai to Seattle or San Francisco 238

Round Trip Tickets (Good for Six Months) 240

Nagasaki to Seattle via San Francisco 238

Round Trip Tickets (Good for Six Months) 240

Seattle to Hongkong via San Francisco 238

Round Trip Tickets (Good for Six Months) 240

Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return (Six Months) 2108

Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return (24 Months) 2114

Reduced rates to all Ports in the United States, Canada, and Europe.

LOUNGE, Passengers Accommodation—Suites, and State-rooms (all Outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone etc.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

Special rates to Missionaries, and their families.

For full information regarding freight or passage apply to NIPPON YUSEN KAISHA Agents, Prince's Building.

PHILIPPINES STEAMSHIP Co.

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NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship "BENDORAN"

Consignees of cargo are hereby informed that all goods are being landed at their wharves into the Godowns of the Hongkong and Shanghai Wharf & Godown Co., Limited, and are to be delivered from the wharves.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 14th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 9th inst. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.

Agents, Hongkong, July 2, 1914.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

CONSIGNEES OF Cargo per Steamship "PERSIA"

The above-mentioned vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and to take immediate delivery of Cargo from alongside.

Cargo remaining on board MONDAY, July 6th, 1914 at Noon will be subject to landing charges and if undelivered THURSDAY, July 9th, 1914 at Noon will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown THURSDAY, July 9th, 1914 at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or bill of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before August 2nd, 1914 otherwise they will not be recognized.

R. C. MORTON, Agents, Hongkong, July 2, 1914.

MOGUL LINE OF STEAMERS

NOTICE TO CONSIGNEES

THE S.S. "GAZELLE"

FROM GL

